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THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume IV • Number 9



THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. IV • July 1986 • NO. 9

• William E. Olson, Editor •

• 842 Mission Hills Lane, Worthington, Ohio 43085 •

RENEWALS ARE DUE

As promised -- threatened? -- a Renewal Notice will be going out to each member whose membership expires August 31.

When you get it, please return the completed form promptly with your payment.

If you do not complete the renewal form, you will not be included in the next Club Roster. The Roster is made up from the forms, because this is the only way Mike Vosganian and the Editor can manage it. (Remember, we work for a living.)

Please also indicate the model number of your car: not the series (40; 60; etc.), not the name (Special; Century; etc.), but the model number (41; 47; 66S; 81; etc., etc.). If -- heaven help you -- you do not know what this is, look at your firewall identification plate.

MODELS AND SERIES

Speaking of model numbers, this may be a good time to review them, as well as the difference between series and models. Even old-time members are careless about this, and, to be honest, that annoys the Editor to no end, since you all should know better.

In each year, there were four series, each designated by a name and by a two-digit number, the second digit of which is zero. Within each series, there were several models, each

FOUNDED BY



DAVE LEWIS



designated by a two-digit number, the first digit of which is the same as the first digit of the series number. Some model numbers -- those designating sport coupes, convertible coupes or sedans, formal sedans and limousines -- are followed by a letter. Thus:

1937

Specials -- 40-series

- 40C Four-door convertible sedan
- 41 Four-door trunk-back sedan
- 44 Two-door plain-back sedan
- 46 Business coupe
- 46C Two-door convertible coupe
- 46S Two-door sport coupe
- 47 Four-door plain-back sedan
- 48 Two-door trunk-back sedan

Centuries -- 60-series

- 60C Four-door convertible sedan
- 61 Four-door trunk-back sedan
- 64 Two-door plain-back sedan
- 66S Two-door sport coupe
- 66C Two-door convertible coupe
- 67 Four-door plain-back sedan
- 68 Two-door trunk-back sedan

Roadmasters -- 80-series

- 80C Four-door convertible sedan
- 81 Four-door sedan
- 81F Four-door formal sedan

Limiteds -- 90-series

- 90 Four-door 8-passenger sedan
- 90L Four-door 8-passenger limousine
- 91 Four-door 6-passenger sedan
- 91F Four-door 6-passenger formal sedan

1938

Specials -- 40-series

- 40C Four-door convertible sedan
- 41 Four-door trunk-back sedan
- 44 Two-door plain-back sedan
- 46 Business coupe
- 46S Two-door sport coupe
- 46C Two-door convertible coupe
- 47 Four-door plain-back sedan
- 48 Two-door trunk-back sedan

Centuries -- 60-series

- 60C Four-door convertible sedan
- 61 Four-door trunk-back sedan
- 66S Two-door sport coupe
- 66C Two-door convertible coupe
- 67 Four-door plain-back sedan
- 68 Two-door trunk-back sedan

Roadmasters -- 80-series

80C Four-door convertible sedan
81 Four-door trunk-back sedan
81F Four-door formal sedan
87 Four-door plain-back sedan

Limiteds -- 90-series

90 Four-door 8-passenger sedan
90L Four-door 8-passenger limousine
91 Four-door 6-passenger sedan

OK, now, you got all that? Let us have no more mistakes.

In the list, I have departed in some cases from Buick's description of the models. Buick called four-door convertibles "convertible phaetons"; I consider this both redundant and wrong, but we have been through that at length before. For all 40- and 60-series sedans (and the '38 model 87) not having a bulged trunk I have for consistency used the term "plain-back"; in 1938 Buick called these "streamline sport sedans." All "hardtop" sedans not otherwise specified had trunk-backs. The 1937 80C had a trunk-back; all other "phaetons" had plain-backs.

Here are a few other things you may wish to note. "Sport coupes" had two folding "opera seats" behind the main seat; business coupes did not. All convertible coupes had rumble seats ('38 was the last rumble seat Buick). Formal sedans and limousines had a fixed front seat with a divider window behind it; they are not good cars for the tall and the fat to drive. Eight-passenger cars had two folding "jump seats."

POSSIBLE RECOGNITION BY BCA

Earlier this year, the BCA Board of Directors adopted a new policy on "recognition of non-affiliated Buick clubs." I think this policy is a well-thought-out and reasonable one, and definitely a positive step. On behalf of the Club, I submitted an application for such recognition in April, and I expect the BCA Board will consider it in the near future. The Club does not meet precisely all of the criteria in the policy. However, the policy provides that the Board in its discretion may waive or dispense with any of the requirements in a particular case, and I therefore asked that these deficiencies -- if that's the right word -- be waived. What the Board will do I do not know, of course.

In particular, the policy contemplates that the club seeking recognition have some kind of formal corporate structure with directors, officers, bylaws, and the like. This is of course an indicator of permanence and stability: a fly-by-night group is not likely to have these things, and BCA naturally wants to have some assurance, before it recognizes a club, that such club has a measure of legitimacy. As you all know, we do not have any corporate structure. Having been involved heavily as officer, director and counsel for organizations that do, I truly believe our Club is better off the way it is. Formal structure does not necessarily make a club endure -- in the end, it is the interest and loyalty of the members that counts.

HARANGUE & THREAT

Speaking of interest and loyalty, I have been going around saying that you all are interested, loyal and love the Club. However, the amount of printable material received lately makes me wonder whether I don't have my neck stuck out pretty far. In the last two months, I have received very little in the way of stories, technical tips, or anything. The only photos I've gotten are of cars people want to sell. I'm now using up material stored from an earlier day, and it is just about gone.

THERE WILL BE NO TORQUE TUBE IN SEPTEMBER UNLESS THERE IS SOMETHING TO PUT IN IT!

THE TOOTH FAIRY DOES NOT LEAVE THE CONTENT OF THIS RAG UNDER MY PILLOW!!

REMEMBER, I AM ALWAYS ONLY A FEW STEPS AWAY FROM THROWING UP MY HANDS AND WALKING OUT!

CONTRIBUTE, PARTICIPATE, DO SOMETHING!!

It is a pleasure to receive interesting and informative material and turn it into an interesting and informative magazine. Per contra, it is frustrating and depressing to get nothing. I've got plenty to do on my own car, and I can always go off 'chuck hunting next fall and forget you all.

There you have it, folks: the Club is not me, it's you.

Bill



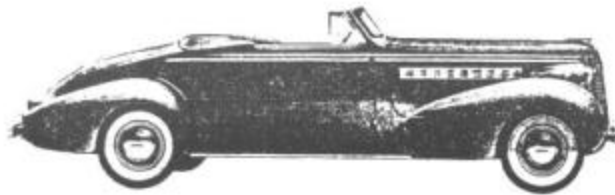
COVER CARS



On the front, Jeff Morris's daughter April seeks relief from 90 degree heat, on runningboard of Daddy's 1938 model 41. On the back, Clint Preslan's prize-winning 1937 model 81. Both taken at the BCA National in Indianapolis.



SIX-PASSENGER FOUR-DOOR SEDAN
Model No. 81, Trunk back



SHOWTIME



BCA NATIONAL AT INDIANAPOLIS

I have delayed this issue a few weeks in order to give you a report on the Buick Club of America National Meet, held at the Indianapolis Motor Speedway June 19-22. Despite some severe problems caused by the Speedway's last-minute decision to move all activities off the grass area in the infield, the organizers did a great job. Our thanks were given to them by your Editor.

Considering the geographic diversity of our membership, the Club was, I thought, quite well represented. The following members brought cars:

Bob Castelli (#530); Livonia, MI)	1938 41
Ed DePouli (#310; Demarest, NJ)	1938 81
Don Gust (#043; Beecher, IL)	1938 66S
Ray Lawson (#016; Troy, MI)	1938 90L
Don Lobner (#378; Olathe, KS)	1938 46
Jeff Morris (#108; Columbus, OH)	1938 41
Clint Preslan (#461; Lakewood, OH)	1937 81
Marv Rhynard (#327; Lansing, MI)	1938 61
Curt Schlueter (#095; Homewood, IL)	1937 41

In addition, many other members were present. I didn't get a chance to note all the names, but thank you all for coming. I enjoyed very much meeting several members for the first time.

Now to the really good news. I am very pleased and proud to announce two prize winners. Our cars fell into two different classes: 1936-1937 and 1938-1939. Clint Preslan, whose beautiful '37 Roadmaster was our cover car last fall, took a first in his class, and Don Lobner, whose car we pictured a few years ago, won second in '38-'39. The judging was extremely thorough, and -- needless to say -- the competition was strong. I'm glad I did not have to make the decisions. These are great achievements. Congratulations to Clint and Don. Coming all the way from Kansas, Don trailered his car, but I think everyone else drove -- no mean feat in itself. The Michigan contingent encountered torrential rains on the way: so heavy, in fact, they washed half the paint off Marv Rhynard's bumper badge. At the meet itself, it was sunny and hot -- very hot. A real highlight was the "Track Tour": everybody with a registered car got to drive around the Speedway two or three times. Yours truly went around with Jeff Morris in his '38 Special. Jeff was ready to prove that 40-series cars can go fast, but we were held to about 50 mph maximum. Nevertheless, it was great fun.

BCA National

SHOW SHOTS

APOLOGIES

I tried to get a photo of every Club member's car at the BCA National, but due to some mysterious aberration in the camera, more than half were too poorly exposed to print. To those left out, Editor's Official Apologies. We will try again.



Judges inspect Marv Rhynard's '38 Century while Marv (in straw hat) looks on anxiously.



Bob Castelli with his '38 model 41; Bob's snake-bite kit in foreground.



Ray Lawson's 1938 90L gets a close look as Ray bites fingernails.



Going-away shots of Clint Preslan's '37 Roadmaster and Ed DePouli's '38 Roadmaster show the big difference in large series bodies between the two years.





BEIGE OR BROWN, ANYONE?

The line-up of '37 and '38 cars at Indianapolis was a somber one indeed. Only Don Gust's '38 66S (beige) and another '38 with an old light gray repaint relieved the dark-hued rows. It appears the most popular color by far is black, followed by dark blue. I believe there was one maroon car (Don Lobner's '38 46), one dark green and one dark grey. The popularity of black is easy to understand: no formula, no mixing, easy to touch up. I wish, however, that more people would go for some of the other colors. I don't recall ever seeing brown, or Balmoral Green ('37), or Raphael Green ('38), and there are very few of the greys and medium blues. The lighter colors look especially nice on convertibles and sport coupes, but are fine for sedans, too. To illustrate that, below is the fine '38 41 owned by Bob Pease (#527) of Walnut Creek, California: Corot Beige with Bugatti Red wheels. (In case you're wondering, my car is Coronary Green, the color it has always been.)





TECHNICAL TIPS



MORE ON OIL PUMP REPAIR. It is gratifying indeed to hear now and then that something printed in these pages has really helped someone. Such was the case with Ray Lawson (#016) of Troy, Michigan, who wrote me that the "Oil Pump Repair" article in Issue 7 led him to solve an oil pressure problem in his prize-winning 1938 90L. Pressure in the 90L would not rise over 15 pounds. Rebuilding the pump as outlined in the article cured this, and we suspect a stuck-open relief valve was to blame. Ray also pointed out two things that may be helpful to us. First, if one's object is only to remove the pump, the stabilizer bar need not be removed, as suggested by the article. While the pan may not be completely divorced from the car without disassembling the stabilizer, the pan may be loosened and moved sufficiently backward and laterally to get at the pump while the bar is in place. Second, in my note to the Issue 7 article, I referred to the "Belling" pump installed in my 1979 Buick. This should have been "Melling." The Melling company has been in the business of manufacturing automotive and industrial pumps for many years. Ray says they sell a repair kit that includes gears and relief valve parts that he used in repairing the pump in the 90L. The cost of these kits is about \$15, which sounds like a good deal to me.

Melling Tool Company
Box 1188
Jackson, MI 49204
517/787-8172

1938 REAR SHOCKS. Some time ago we noted a Monroe shock absorber that will replace the 1938 tube-type rear shocks. Charles Fields (#575; Canton, GA) tells us he found the Monroes priced at \$37 each, and so decided to look for something cheaper: "After having an auto parts dealer do some cross-reference, I found a comparable shock for only \$13 each. They are gas-charged and have an excellent ride. Like the Monroes, these need a little trimming on the rubber, but they are otherwise a perfect fit. I have had a pair on my car in daily use for a couple of months and am very pleased with them."

TRUST No. 89685
(Distributed by Assn. of Automotive
Aftermarket Distributors,
Memphis, TN 38101)

We understand these are made by the makers of Gabriel shocks. Thanks to Charles for this useful tip.



TROUBLE? START WITH SIMPLE CAUSES. Good advice when dealing with any car trouble is to start with the simple causes and work up to the complex or unusual ones. The simple causes usually have easy tests. This is especially true with electrical system problems, which probably make up the majority of "old-car" difficulties. More good advice is: do not make unwarranted assumptions. An example from the experience of two members illustrates this very well. One of these two is Your Editor; the other will -- to prevent possible embarrassment -- be called only "Al." Al's '37 Special would start easily when cold, but would not turn over when hot, although the starter solenoid could be heard to operate. Al checked his timing, points, condenser, etc., etc. No help. Al then had his starter rebuilt, which cost him some bucks. Still no help. Al did several other things, with no result. Early on, Al had inspected his battery cables; they looked good, and were tight, so Al assumed the connections were good, and did not take them apart. Faulty assumption. The trouble was ultimately traced to a bad connection between battery ground strap and frame. Although the bolt was tight, there was enough rust on the frame to make a faulty ground. Assuming constant air temperature, engines are more easily turned over cold than after they have been run up to operating temperature. When the engine was hot, the battery could not deliver enough power to turn it over. Simple cause; simple cure: unbolt the ground strap, sand off the rust, and put back together. I was beginning to get the same trouble on my car, and had made the same faulty assumption. I was contemplating fussing with the switch or pulling the starter, when I heard Al's story, and cured my problem in the same way. In my case, I think the engine ground rather than the battery ground was to blame. Do not overlook the ground strap that runs from the starter to the frame on 1937 models. Start with the simple, and work methodically toward the complex or unusual. As a general matter, if you do this you will also be starting with the cheap and easy and working toward the expensive and difficult. And don't forget to test your assumptions.

REPRODUCTION GRILLES. Last time we reported that one member had been very ~~uns~~satisfied with a reproduction 1938 grille from Rick's Antique Auto. At the BCA National, Don Lobner showed me a Rick's grille in his prize-winning '38 coupe; this grille, although it had a few very minor flaws, looked very nice. Don bought his a few years ago, and, since he lives in Kansas, was able to go to Rick's store and pick it out personally. From this admittedly somewhat circumstantial evidence, we may conclude that the quality of these grilles is variable, and/or the best ones are already sold. (This is typical of runs of repro items made overseas -- the quality may vary substantially from one individual piece to the next, and it is very difficult for the U.S. contractor to enforce quality control. I understand the Rick's grilles are made in Argentina.) It is suggested that anyone ordering a Rick's grille try to negotiate a full-refund return privilege.

BUICK

MORE ON THE UPHOLSTERY KITS

Despite the fact that I may have been a little hard to find at Indianapolis, several people managed to nail me for a look at the sample Hampton Coach upholstery kit I had brought with me. Reaction was uniformly very favorable.

I will also take the sample to the BCA Great Lakes Regional Meet at Westlake, Ohio in August. Since this will be a smaller and more "compact" event, I should be easier to find. Apologies to anyone who failed to see me at Indy. I tried to remain visible, but in that heat, it was not easy.

Bill Vickers, President of Hampton Coach, would like next to work up kits for '37 and '38 40-series coupes, and for Special plain-back sedans and Century sedans and coupes in the future. In order to work up kits to meet his high standards, he needs cars with intact original interiors (a few tears and mouse holes are OK). Members willing to loan a car to Hampton for patterning purposes will get a beautiful, authentic, and complete new custom-fitted interior at a favorable price, plus the satisfaction of having helped fellow Buick lovers.

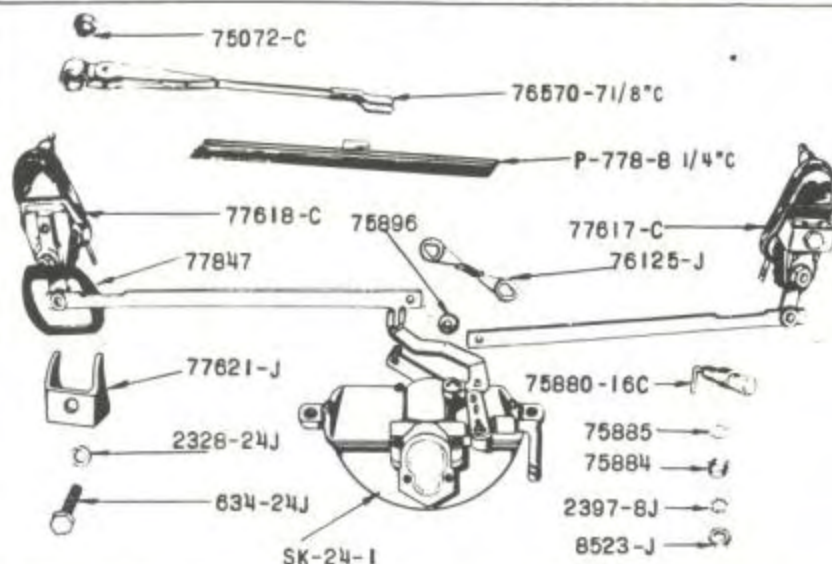
If you have a 40-series coupe or a Special or Century four-door (other than a model 41 -- these are already done), and would be willing to loan your car to Hampton, please notify either the Editor or Bill Vickers (see ad in this issue).

Bill

WINDSHIELD WIPERS

On the following pages, the second half of some material sent in by Ed DePouli (#310) several months ago. Windshield wipers don't receive as much attention as some other things, but they are important, and some of the parts are tricky and hard to find. Moreover, there are significant differences between the small and large series cars. These charts will show you how everything fits together, and what parts to look for. Thanks to Ed.



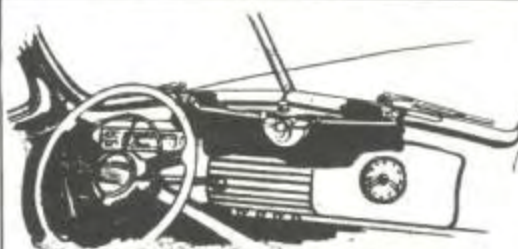
TRICO**EQUIPMENT AND SERVICE
SPECIFICATIONS****Buick**YEAR **1938**

MODEL

CLOSED and CONVERTIBLE
40

PAGE NO. BU-12

DATE 7/44

SERVICE INFORMATION**INSTALLATION TYPE - 2A**

Estimated Time for Removal & Installation

Motor 1/2 hour
Motor and Linkage 1 hour

Use bellcrank BC-22 with SK-704-1 as a replacement on this model.

Vacuum Source - pump

† Linkage housings piped for windshield washer.

ACCESSORY EQUIPMENT

Windshield Washer
Car Fan
Manifold Adaptor

AW-12-1
VF-1 or VF-2
MA-3

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-8 1/4" C	1286465	U-778-8 1/4" L
DRIVER (LEFT SIDE) ARM	76570-7 1/8" C	1300296	AL-60
PASS. (RIGHT SIDE)	"	"	"
DRIVER (LEFT SIDE) MOTOR	SK-24-1	4082952	SK-704-1 with BC-22
PASS. (RIGHT SIDE)			
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	77618-C †	4082365	
PASS. (RIGHT SIDE)	77617-C †	4083644	
CONTROL	75880-16C	4082362	

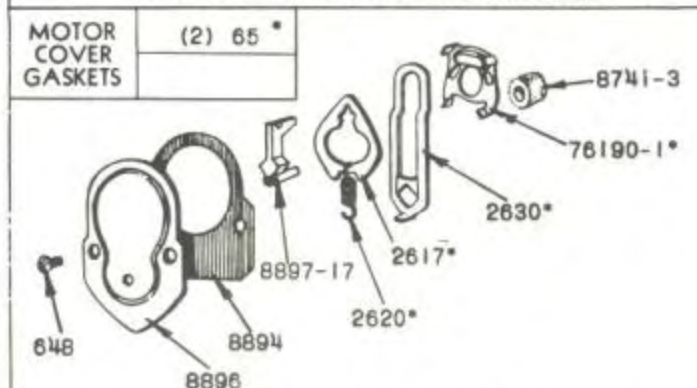
REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

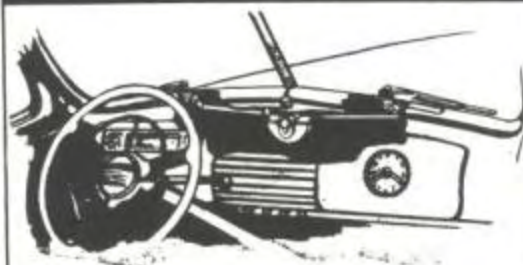
MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1075	8897-17	76235-J	Sp. 1083

MOTOR VALVE PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS



* PACKED IN REPAIR KIT WITH PADDLE ASSEMBLY

TRICO**EQUIPMENT AND SERVICE SPECIFICATIONS****Buick****YEAR 1938****MODEL****CLOSED and CONVERTIBLE 60****PAGE NO. BU-13****DATE 7/44****SERVICE INFORMATION****INSTALLATION TYPE - 2A**

Estimated Time for Removal & Installation

Motor 1/2 hour
Motor and Linkage 1 hour

Use bellcrank BC-21 with SK-704 as a replacement motor on this model.

† Linkage housings piped for windshield washer.

ACCESSORY EQUIPMENT

Windshield Washer
Car Fan
Vacuum Pump
Manifold Adaptor
Reservac

AW-12-1
VF-1 or VF-2
VAP-13
MA-4
Sp. 599-15A

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-8 1/4" C	1286465	U-778-8 1/4" L
DRIVER (LEFT SIDE) ARM	76570-7 1/8" C	1300296	AL-50
PASS. (RIGHT SIDE)	"	"	"
DRIVER (LEFT SIDE) MOTOR	SK-23-I	4082953	SK-704 with BC-21
PASS. (RIGHT SIDE)			
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	77618-C †	4082365	
PASS. (RIGHT SIDE)	77617-C †	4082364	
CONTROL	75880-16C	4082362	

REPAIR PARTS

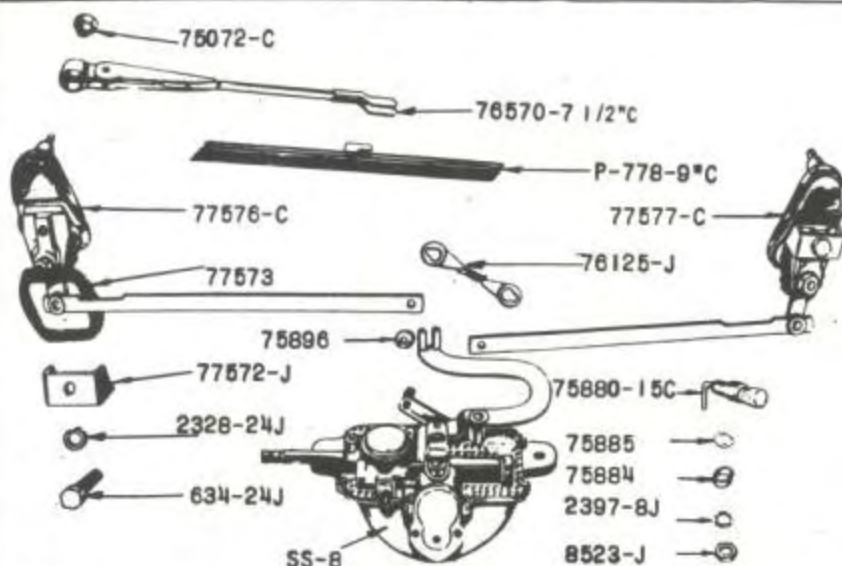
AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1075	8897-17	76235-J	Sp. 1083

MOTOR VALVE PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR COVER GASKETS	(2) 65 *
<p>Labels in diagram: 648, 8894, 8896, 8897-17, 2617*, 2620*, 2630*, 76190-1*, 8741-3</p>	

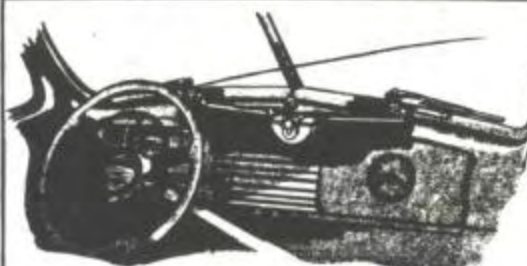
TRICO**EQUIPMENT AND SERVICE
SPECIFICATIONS****Buick**YEAR **1938**

MODEL

CLOSED and CONVERTIBLE
80-90

PAGE NO. BU-14

DATE 7/44

SERVICE INFORMATION

INSTALLATION TYPE - 2A

Estimated Time for Removal & Installation

Motor	1/2 hour
Motor and Linkage	1 hour

ACCESSORY EQUIPMENT

Windshield Washer
Car Fan
Vacuum Pump
Manifold Adaptor
Reservac

AW-12-1
VF-1 or VF-2
VAP-13
MA-4
Sp. 599-15A

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-9"C	1292963	U-778-9"L
DRIVER (LEFT SIDE) ARM	76570-7 1/2"C	1304145	AL-50
PASS. (RIGHT SIDE)	"	"	"
DRIVER (LEFT SIDE) MOTOR	SS-8	4082361	
PASS. (RIGHT SIDE)			
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	77576-C	4082367	
PASS. (RIGHT SIDE)	77577-C	4082368	
CONTROL	75880-15C	4082363	

REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1082	8897-17	76195-2J	Sp. 1083

MOTOR VALVE PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR COVER GASKETS	(2) 65*

* PACKED IN REPAIR KIT WITH PADDLE ASSEMBLY

Excerpts from vintage repair manual--courtesy of Paul Little, proprietor of Harnesses Unlimited. Thanks, Paul.

INDEPENDENT SUSPENSION

BUICK 1937 TYPE

Used On:

BUICK SPECIAL EIGHT, MODEL 37-40 (1937)

BUICK CENTURY EIGHT, MODEL 37-60 (1937)

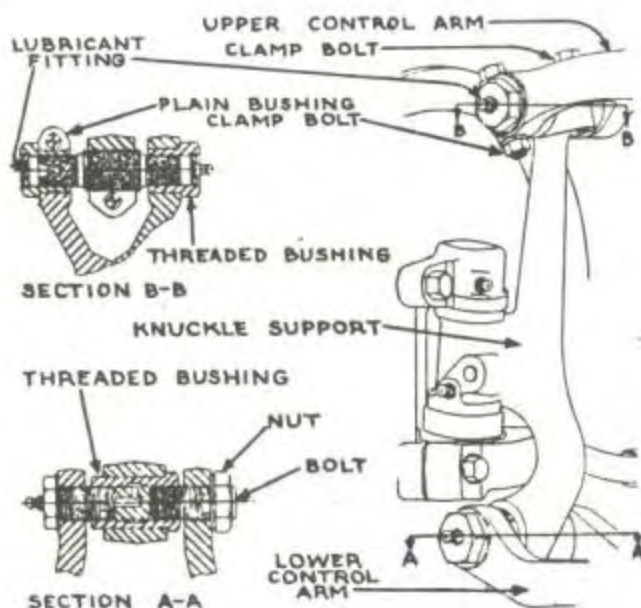
NOTE:—Two different designs used. Models 40, 60 are new type (see illustration). Models 80, 90 are same design as 1936 models (see preceding article for complete data).

CHECKING & ADJUSTMENT:—Car weight must be on wheels. Adjust front wheel bearings and check following points first:

Tire Inflation—(40,60) 23 lbs. frt., 28 lbs. rear.

Kingpin Inclination— $3\frac{1}{2}$ – $4\frac{1}{2}$ ° (40, 60).

Frame Height—Should be $4\frac{1}{4}$ " (from lower face of frame cross-member to upper surface of lower control arm. Must be equal on both sides within $\frac{1}{4}$ ". If outside limits, disconnect one stabilizer link. If frame not level, remove and check front springs, install spacer washer or replace springs (see Springs).



Caster:—Machined surface provided on each end of steering knuckle bosses. Caster should be $\frac{1}{4}$ " plus or minus $\frac{1}{8}$ " and equal within $\frac{1}{4}$ " for both wheels.

To Adjust (40, 60):—Jack up front wheels, loosen clamp bolt at upper end of knuckle support, remove lubricant fitting at forward end of top support pin bushing, insert Allen wrench No. J-720, turn support pin clockwise to increase, counter-clockwise to decrease caster, tighten clamp bolt, replace lubricant fitting, recheck caster. $\frac{1}{4}$ turn of wrench will change caster $\frac{1}{4}$ ". If caster changed more than $\frac{1}{4}$ ", check toe in.

Camber:—Can be checked by protractor held against machined edge of bearing hub with dust cap and hub cap removed. Camber should be negative $\frac{1}{4}$ " to positive 1". No adjustment provided.

Toe In:—Roll car ahead one revolution, then check by measuring to marks at center of tire tread at rear, roll car $\frac{1}{2}$ wheel revolution, repeat measurement to same marks at front. Correct toe in determined by average camber ($\frac{1}{2}$ sum of camber for both wheels) and should be $3/32$ " (1° camber), $1/16$ " ($3/4$ – $1/2$ ° camber), $1/32$ " ($1/4$ ° camber), 0" (0–Neg. $1/4$ ° camber).

To Adjust:—Loosen clamp bolts at each end of each tie rod, turn rod tubes equally in direction of forward wheel rotation to increase, or opposite direction to decrease toe in. $\frac{1}{2}$ turn of tubes changes toe in $5/16$ ". Tie rods lengths must be equal and intermediate steering arm must be on center-line of car (equi-distant from rear lower control arm inner brackets) with wheels straight ahead. Correct by shortening one tie rod and lengthening other rod equal amount.

CONTROL ARM ASSEMBLY (40, 60):—Upper Knuckle Support. Consists of threaded bushing screwed in upper end of knuckle support and in bushings in forward and rear forks of upper control arm. To assemble, screw pin in knuckle support, hold support centered in upper control arm fork, install rear (threaded) bushing turning bushing in against arm. Then install front (plain) bushing being careful not to turn bushing in tight which will cause binding. Install clamp bolt on this bushing.

Lower Knuckle Support:—Consists of bolt threaded through lower control arm and bushing in lower end of knuckle support. To assemble, turn threaded bushing in lower end of knuckle support from rear until tight, position knuckle support in lower control arm fork, turn bolt in from front through forward arm, knuckle support bushing, rear arm, assemble washer and nut on rear end of bolt.

Lower Control Arm. Control arms threaded directly on ends of shaft bolted to cross-member. Must be installed separately with spring seat removed. Distance from center of bolt hole in shaft bracket to inner face of control arm at rear should be $1\frac{7}{32}$ ".

NOTE:—Entire assembly (without spring) must move up and down freely without binding. Lower control arm shaft may be turned one full turn in either direction to correct binding but must not be turned more than this amount (caster adjustment insufficient for greater correction).

SPRINGS:—Springs are paired and should have same free height. If not equal, install not more than $\frac{1}{8}$ " thick service spring washers No. 1290142 on top coil of short spring. Spring number stamped on flat of first coil and marked with paint for identification as follows:

(Spare at Rear)			(Fender Wells)	
Model	Part No.	Color	Part No.	Color
40 (all)	1297818	Yellow	1298801	White
60 (all)	1297819	Red	1298802	Brown

SHOCK ABSORBERS:—Delco Double acting type. Mounted on frame by four special heat treated bolts and positioned by reaming out two bolt holes to provide .002–.007" clearance. See separate article for complete data.

(CONTINUED)

INDEPENDENT SUSPENSION

BUICK SECOND TYPE

Used on:

MODEL 40 (1934-35-36), 60, 80, 90 (1936).

BUICK ROADMASTER EIGHT, MOD. 37-80 (1937)

BUICK LIMITED EIGHT, MODEL 37-90 (1937)

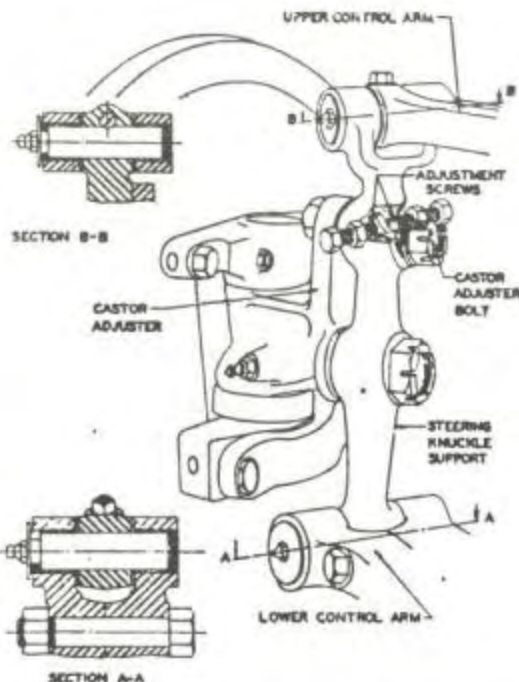
CHECKING AND ADJUSTMENT:—Check following points first:

Tire Inflation—26 lbs. (40), 28 lbs. (60, 80, 90).

Frame Height—Measured on each side of car from lower face of rubber bumper flange (40) or cross member at side of bumper flange (60, 80, 90) to top surface of lower control arm. Should be 4 9/16" (40), 4 3/4" (60), 4 9/16" (80, 90 '36), 4 27/32" (60, 80, 90 '37). If difference greater than 1/4", disconnect one stabilizer link. If this does not level car, remove and check front springs, install shims or replace springs (see Springs below).

Toe In:—Roll car on floor one full revolution, then check by measuring to marks in center of tire tread at rear, roll car 1/2 wheel revolution, repeat measurement to same marks. Correct toe in determined by 'average' camber (1/2 sum of camber for both wheels) and should be 7/32" for camber of 2° decreasing 1/32" for each 1/4° to 0° for 0° camber (except 1/2°-1/16" and 3/4°-1/32" (1934-36) or 3/32" (1° camber), 1/16" (3/4°-1/2° camber), 1/32" (1/4° camber), 0" (0-Neg. 1/4° camber) for 1937 models.

To Adjust:—Turn each tie rod equally. Tie rod lengths should be equal and intermediate steering arm must be on center-line of car (equidistant from rear lower control arm inner brackets) when wheels straight-ahead (except 40 when steering arm thrown off center to correct steering wheel spoke location—see Steering Gear article). Correct steering arm position by increasing length of one tie rod and decreasing other.



Caster:—Machined bosses provided on each end of steering knuckle bosses (40) or caster adjuster (60, 80, 90) for protractor mounting when measuring caster. Should be 2 3/4-3 1/4" (40 '34-35), 3-3 1/2" (40 '36), 1 3/4-2 1/4" (60, 80 '36), 3/4-1 1/4" (90 '36), 0" (60, 80, 90 '37) plus or minus 3/8" and equal within 1/4" for both wheels.

To Adjust:—Jack up front end, loosen nuts on caster adjuster bolt and pivot bolt (on inner surface of steering knuckle support) one turn, loosen locknuts on adjusting screws which locate caster adjuster bolt in slotted hole. Back off one screw and turn up other screw an equal amount so that caster bolt is held tight (turn front screw in to increase or rear screw in to decrease caster). One turn of the screw changes caster 1°. Total range of adjustment 6°. Tighten adjusting screw locknuts and caster adjuster bolt nuts securely, recheck caste with car weight on wheels.

Camber:—Can be checked with protractor held against machined surface of bearing hub (with hub cap and dustcap removed). Should be 1/2-1 1/4" (40 '34-35), negative 1/4" to positive 3/4" (all others).

CONTROL ARM ASSEMBLY:—Lower Knuckle Support

—Pin is .0005-.002" (40), .0005-.0015" (60, 80, 90) press fit in knuckle support and is locked by clamp bolt. Use arbor press to remove and install pins—do not drive pins in or out. Pin clearance in control arm bushings should be .001-.0025". Side thrust of knuckle support taken by hardened bronze thrust washers on each side selected to give .000-.006" side clearance.

Upper Knuckle Support:—Pin clearance in support is .0015-.004" and pin should assemble easily by hand. Pin locked by clamp bolt. Pin clearance in control arm bushings should be .0015-.003" (40), .001-.0025" (60, 80, 90). Side thrust washers and clearance same as above.

Lower Control Arm:—Pivots on shaft bolted to cross member. Control arm carried on bushing threaded on shaft (front) and threaded on both shaft and in control arm (rear). To assemble place control arm on shaft so that distance from center of shaft bracket bolt to outer face of rear control arm is 2 7/16" (40), 2 15/16" (60, 80, 90), thread rear bushing in arm and on shaft. Turn up tight and recheck distance. Thread front bushings on shaft, turn up until shoulder contacts face of arm, tighten clamp bolt.

NOTE:—On Model 40 (1934-35), check control arm location by measuring from hole in center of shaft to rear face of rear boss on arm. Should be 6 3/16".

Entire assembly should move up and down freely (with spring not in place). Faulty alignment may be corrected by turning control arm shaft one turn in either direction to throw lower arm backward or forward. More than one turn will be in excess of caster adjustment.

SPRINGS:—Springs are paired and should have same free height. If not equal install 1/2" thick service washer and insulating washer on top of coil spring. Do not use more than two washers. If this does not correct car sag (unequal frame heights), check rear springs and frame alignment. Standard springs (identified by color) as follows:

		(Spare at rear)		(Fender wells)	
Car Model	Part No.	Color	Part No.	Color	
41, 46, 46S '34-'35	1286634	Red	1286635	Yellow	
47, 48 '34-'35	1286634	Red	1286635	Yellow	
41 ('36)	1286635	Yellow	1292367	Green	
46, C, 8, 48 ('36)	1286635	Yellow	1293210	White	
61, 66C, 66S, 68	1294664	Red	1294663	Yellow	
81, 81C	1293553	Orange	1284760	Blue	
90, 90L, 91			1293663	Green	
80 ('37)	1298405	Orange	1298406	Blue	
90 ('37)			1298407	Green	

NOTE:—Springs on 40 are smaller diameter and can be readily identified.

SHOCK ABSORBERS:—Front shocks mounted on frame by 4 special heat treated bolts and located by reaming out two bolt holes to close limits.

(CONTINUED)

INDEPENDENT SUSPENSION

BUICK TYPE

Used On:

BUICK, MODELS 38-40, 60, 80, 90 (1938).

With exception of new Specifications, Service Procedure, and construction details as given below, Suspension design same as that used on 1937 models.

TYPE:—Design same as for 1937 except as follows:
Lower Control Arm (40, 60 only)—Hardened bushings are threaded in inner ends of lower control arms and on bracket shaft (arms broached so that threads are cut by bushing when first installed). Bushings will not ordinarily require removal.

CHECKING & ADJUSTMENT:—Except for specifications listed below, these models checked and adjusted in same manner as corresponding 1937 models (see 1937 Buick Independent Suspension article for complete instructions).

Caster (All Models):—Should be Negative $\frac{1}{8}$ " plus or minus $\frac{1}{16}$ " (kingpin should tilt toward front of car at top).

Camber (All Models):—Same as for 1937 (Neg. $\frac{1}{4}$ " to Pos. 1") but can be checked also by measuring distance from mark on center of tire tread on each wheel at top and bottom (see table below). No adjustment provided (see 40, 60 note).

Model	Camber	Top - Distance - Bottom
40	Neg. $\frac{1}{4}$ "	58 37/64"
40	Pos. 1"	59 7/32"
60	Neg. $\frac{1}{4}$ "	58 43/64"
60	Pos. 1"	59 5/16"
80	Neg. $\frac{1}{4}$ "	59 59/64"
80	Pos. 1"	60 37/64"
90	Neg. $\frac{1}{4}$ "	59 59/64"
90	Pos. 1"	60 13/32"

Model 40, 60. Standard upper control arm knuckle support pin can be replaced with special eccentric type (Group 6.178 Part No. 231760) to permit slight camber adjustments. Camber readings outside limits given above indicate bent parts which should be replaced.

Toe-In (Models 40, 60 only):—New type tie rods used (no intermediate steering arm, short left hand tie rod ball seat located in longer right hand tie rod near pitman arm ball seat). Adjust by loosening clamp bolt at wheel end of each tie rod and turning threaded sleeve (between tie rod and ball seat stud) equally at each side. One half turn of each sleeve will change toe-in 5/32".

SERVICING CONTROL ARM ASSEMBLY:—Same as for 1937 except that on Models 40, 60 lower control arms should be threaded on shaft bracket at inner end so that distance from inner face of control arm at rear to center of bracket bolt hole is exactly 13 1/8".

SPRINGS:—Spring specifications are new (identified by color markings as on previous models but not interchangeable). Part number stamped on flat of first coil as follows:

1938 Spring Specifications

Model	Spare at Rear	Fender Wells
	Color Free Lgth.	Color Free Lgth.
40 (All)	Yellow 14 1/8"	Red 14 1/8"
60 (All)	Red 14 1/8"	Brown 14 1/8"
80 (All)	Orange 14 1/8"	Blue 14 1/8"
90 (All)	Blue 14 1/8"	Green 14 1/8"



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PACEMAKERS for the NATION



Visitors were greatly impressed by the size of Buick's jumbo luggage compartments



"Keynote of the new decor was dramatically struck by the huge allegorical figure . . ."



Buick's roomy interiors won the hearty praise both men and women

Automobile shows
smash all-time attendance records and set a new high tempo for American life in 1937

"Everything in life turns on the speed and cost at which men, things, and thoughts can be shifted from one place to another."—Kipling

THE new high tempo at which American living will zoom along in 1937 has been set by the Morris Gest and Flo Ziegfelds of the automobile industry.

The "glorification of the American automobile" has again been accomplished to the delight of record crowds of thousands of "first-nighters" who poured out for the automobile shows throughout the country.

Universal recognition of the automobile as the pacemaker for American industry was glamorously demonstrated at the New York and Chicago shows, where attendance records for all time fell and where many manufacturers set new sales records.

"Not in thirty-seven years has the automobile show provided the sensations and new records it did this year," says Alfred Reeves, show manager for the Automobile Manufacturer's Association.

The first automobile show

His comment took him in retrospect back to the days when the automobile makers first discovered that a progressing industry can dramatize its business. Six thousand daily attended the first auto show at Madison Square Garden when it was on Madison Square. The chief attraction was an oval track that circled the floor. Here, each day,

the "fool contraptions" would stage heated contests, drivers swinging their horseless carriages in and out among winding lanes marked off by barrels. Here, it was demonstrated that a carriage, with motor substituted for horse, could snort along at the breath-taking speed of eight miles an hour.

Since that day, the automobile show has been an important factor in the rise of the industry to its position as pacemaker

Earlier show dates benefit nation

The auto show is as vital a factor in the industry's accomplishments as is the new model introduction each year. This is demonstrated by the foresight that changed show dates two years ago to fall instead of winter and thereby brought an economic adjustment throughout the country and gave the man in the shop assurance of a more stable and higher average income.

Visitors who thronged the Grand Central Palace, in New York, saw what the 1937 motorist will drive. They inspected with enthusiastic interest and with profuse approval the beauty that designers and engineers have built into the new offerings.

The show visitors found new thrills awaiting them in motorcar travel. New economy, new proofs of greater performance, more obstacles removed from winter driving and safer cars. Another surprise greeted them when they found that this progress in production was accompanied by price reductions.

1937 cars have modernistic setting

This drama of business was staged in a setting of modernistic splendor. The keynote of the new decor was dramatically struck by the huge allegorical figure at the head of the



grand staircase. It was an heroic-sized male figure about 17 feet high, a master mechanic holding aloft a modern streamlined car expressing the ultimate in automobile craftsmanship.

An impression of soft, quiet whiteness, well lighted, but lacking glare, was given by the decorating scheme. Walls and lighted columns were covered in white and trimmed in vermilion and silver. The floor was carpeted in blue and the name of each exhibitor worked into it in white at each display setup. The center court contained a series of bas-relief carvings of birds and animals, eight feet high, each meant to express some feature of the 1937 cars—beauty, safety, fleetness, streamlining, and endurance. Huge photographic murals pictured delights of the highway and motoring.

In this setting, the people of a great metropolitan market came, saw, and purchased. Floor sales were reported daily in record proportions, affording manufacturers a verdict on such questions as sales, prospects, and future factory schedules.

Nearly thousand Buicks sold at show

At the Buick display, where thousands thronged, and where many asked to be directed on entering the palace, actual floor sales on which payments were made totaled nearly 1,000 for a better than fifty per cent gain over last year. The Chicago floor sales showed a similar increase.

Executives of the company expressed elation over the response to the new cars, and sales chiefs in the zones in which shows were held reported unprecedented sales. So much more promise was held out for the coming year by the 1937 show reactions compared with the 1936 shows that Harlow H. Curtice, Buick president, saw justification in saying: "Nothing can stop the upward trend in our business that will continue throughout 1937."

At the Chicago show, salesmen and demonstrators received new evidence that this was a selling show. Large banks of orders were listed and many demonstrations requested.

Showmanship was at its best in the big

show occupying an entire floor of the Waldorf-Astoria. Here, all attendance records were broken.

Multitudes stormed the towering central pylon to see the thousand and one reflection of a quarter-size 1937 model turn around around under strong lights switched on and off, creating a veritable "traffic maze" by means of ingeniously arranged mirrors in the base of the pylon.

Along with the sparkling new General Motors cars, displays of moving chassis, as well as interior fittings, were attractively arranged as a living room on wheels. In the research section, the public saw the progress engineers have made in conquering noise.

At the preview that opened the General Motors show, Charles LeMaire, widely known stylist, presented an innovation in fashion shows. Exciting ensembles worn by beautiful models were presented amid brilliant decorations and shiny new automobiles.

Most of the auto shows throughout the nation were concentrated within a three-week period. Those already held have r



Between friends—W. S. Knudsen (left), executive vice-president of General Motors, and Harlow H. Curtice, Buick president—it's a world-beating car



A striking demonstration of the valve-in-head construction of the Buick engine stopped many New York show visitors



"It's a great automobile," said Richard Dix, cinema star (behind the wheel), to Thomas I. Corpe, Buick director of advertising



Admiring what she sees in the mirror. (A lady gets a worm's-eye view of a Buick chassis.)

International amphitheatre, where 365,000 of the Chicago area visitors came to see the new offerings. On one occasion, the doors had to be closed at 8 p.m., an hour in advance of the "Brides of the Nations" spectacle that was featured each afternoon and evening.

American bride rides in Buick

Each make of automobile, bearing a bride of some nation, swept down from a background of beauty onto "glory road," around the huge silvery white rostrum, where the bride was deposited on the lighted stairs. Miss Maxine Greenwell, the American bride, rode in a new Buick for each performance.

Though this year the balcony of the arena was made available for spectators, accommodating an additional 10,000, the floors were packed, with attendance averaging 40,000 a day. Attendance was seventy per cent more than last year, which also set an all-time record, according to A. C. Faeh, show manager.

General Motors show breaks records

In conjunction with the New York show, several manufacturers held individual expositions, among them General Motors, with its



1937 swank, as seen at the Waldorf-Astoria: a Buick, gown, evening wrap, colifore, and wear



Crowds constantly surrounded the Buick chassis demonstration at the Chicago Automobile Show



The American bride, in the Chicago "Brides of the Nations" spectacle, rode in a Buick



The Buick exhibit was a crowded spot during all of the Chicago Automobile Show

ported attendance and interest comparable with the New York and Chicago expositions. Many have reached new high records in sales and crowds. The shows will continue opening until the middle of December, when the New Orleans exposition, and the A.S.I. show at Chicago will close the season of motorcar dramatization.

Out of the show stimulus has come already an upward swing in car production. Output rose to 118,475 units for a single week from 114,000 the previous week.

Buick production nears all-time high

Buick came to within a few cars of an all-time daily production high, and has set its

schedule at the capacity rate of 28,000 cars for December. The company will again enlarge the scope of its contribution to the national economic improvement, with assurance of steady employment throughout the year.

Out of the shows came industry's greatest contribution to recovery since the depression, the announcements of added millions that will be poured into the pay envelopes of auto plant workers during the next year, in wage increases and bonuses. The effect of this swelling of the national income will be felt throughout the United States.

The public that buys the cars will also

benefit from the added volume the show crowds gave assurance will be forthcoming. An auto executive has vividly shown what this volume, together with progress in manufacturing, means to the American motorist with this statement:

"In 1928, the selling price of 3,250,000 cars was \$2,920,500,000. In 1936, the selling price of the same number of cars was \$2,283,500,000. The difference between these totals is \$637,000,000. In other words, the public was able to buy vastly better, vastly more serviceable, and vastly more comfortable automobiles in 1936 than it bought in 1928, and to save the tidy sum of \$637,000,000 in the process."

From THE BUICK MAGAZINE - Dec. 1936

NO MORE HEADACHES



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(Headache sufferer from a May 1937 Alka-Seltzer ad.)



NEW MEMBERS



With every issue I have done, I have remembered at the very last minute to put in the new members. Last time I finally forgot them completely. Sorry, folks, for the delayed recognition. You will all note that the list below includes our first member from New Zealand, Barry McQuire, to whom is extended a special welcome. The Club is truly becoming an international organization, and I am very proud of that. To refresh everyone's memory, we have, in addition to the dozen or so Canadians, five members in Australia, and one each in the Philippine Islands, Republic of South Africa, Saudi Arabia, Colombia and -- now -- New Zealand. A friend of mine who teaches geography at Ohio State says that the geographic knowledge of most adults is woefully inadequate. Do you know where all these countries are? Get out a world map and take a look. (Hint on New Zealand: it's down there by Australia.) Robert Sunzotera (#556) is our representative of Saudi Arabia. You may not have noticed this since he uses an APO address; I didn't call attention to it when Bob joined since he said he expected to be back in the U.S. this year, and his car is here.

GOOD OL' BOYS

Bob Huxley (#122)
36 Massasoit St.
Northampton, MA 01060
413/584-4735
'38 66C

Bill Murray (#038)
2843 Olive Drive
Cheyenne, WY 82001
307/638-9406
'37 41

Frank Wrenick (#025)
2645 Ashton Rd.
Cleveland Hts., OH 44118
216/932-4620
'38 41

GOOD NEW BOYS

Roland Bleitz (#580)
6335 Ranchito Ave.
Van Nuys, CA 91401
818/785-2821
'37 46C

Barry McGuire (#581)
P.O. Box 36
Matakana
Northland
NEW ZEALAND

James Ovelgonne (#582)
1031 Fisk Ave.
Cincinnati, OH 45205
513/251-5219
'38 46

Jack Holmes (#583)
1338 Comstock Ave.
Los Angeles, CA 90024
213/271-1905
'37 46

Lewis Cohen (#584)
10 Little Pond Rd.
Milford, CT 06460
???/877-5719
'37 81

Gary & Kathe Vollgraf (#585)
35 Smith St., Rt. 10
Lake Ronkonkoma, NY 11779
516/467-4226
'38 61

William Stam (#586)
407 Rich
Horicon, WI 53032
414/485-2033
'37 61

NEW ADDRESS

Keith Ladderud (#163)
21709 S.E. 291st St.
Kent, WA 98042

Lawrence McCune (#308)
2524 Hardwick St.
Lakewood, CA 90712





CARS FOR SALE

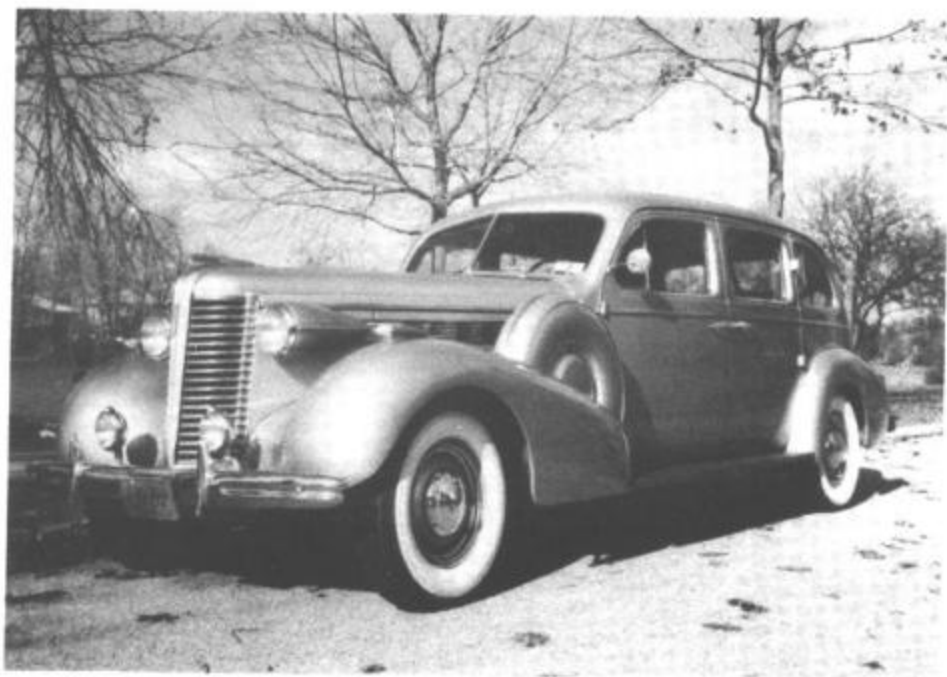


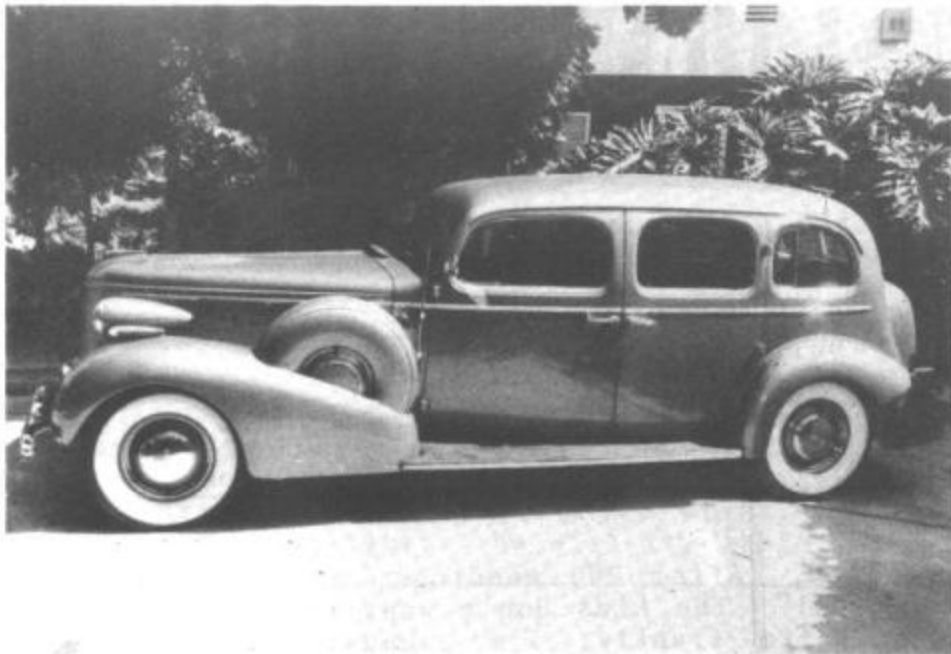
CAR FOR SALE. 1937 Special two-door slantback. New paint, chrome, mechanics. Needs interior work.

GARY WILSON (#403)
9617 Southwestern Blvd., Rt. 20
Angola, NY 14006
716/549-0854

CAR FOR SALE. After 200 weddings, my family has proclaimed: "Enough is enough!" The kids don't want daddy working on weekends anymore, and, quite frankly, I'm exhausted. So I'm selling my 1938 model 91. The engine has been rebuilt, along with new brakes, tires, water pump, fuel pump, etc. New wiring and a professional conversion to 12 volts, with an air conditioning unit mounted in the trunk: works great. (See Vol. III, Issue 6; cover photos in last issue.) Asking \$16,500.

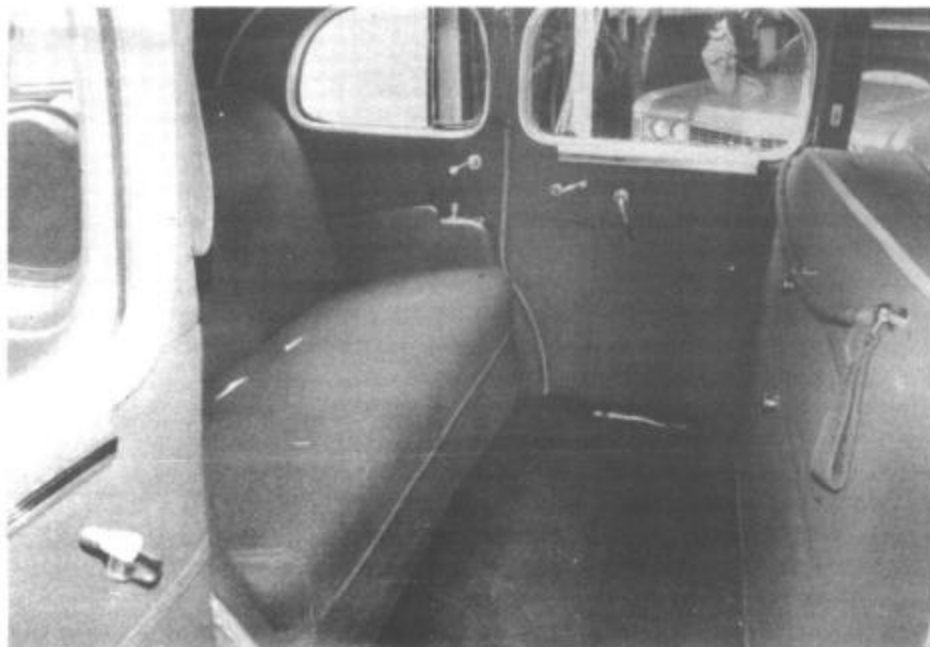
Bruce Sackman
Automotive Legends, Inc.
514 Unqua Road
Massapequa, NY 11758
516/799-2725
516/799-7797 (evenings)





CAR FOR SALE. 1937 Limited, model 91. Excellent all original except for re-done paint and upholstery. Approx. 85 point car. Cruise at 70 mph. Doesn't use oil. Everything works including clock. Pictures \$2.00 + SASE. \$13,500.

DICK JONES (#297)
517 Ramona Ave.
Monterey Park, CA 91754
818/307-8822



CARS FOR SALE

CAR FOR SALE. 1937 model 41. AACA Grand National winner plus several other firsts at national shows. Dual sidemounts, radio, heater, defrosters, all factory options. 178 miles since ground up restoration in 1981. \$12,000 firm.

DAVE LEWIS (#237)
3825 South Second St.
Springfield, IL 62703
217/529-5290

EDITOR'S NOTE: Normally I do not comment on cars for sale, but in this case I feel justified in making an exception. This is the car that started it all. In the process of restoring the car, which his father had found abandoned in 1961, Dave conceived the Club, and got it moving. And ended up a professional car restorer. After much thought, Dave decided to offer the car for sale, since he has little time for shows and has already won just about everything there is to win. Dave has not lost interest in the Club and will -- I hope -- be with us for years to come. I would like to see the car stay in the Club, with someone who will appreciate and care for it as it should be.



CAR FOR SALE. Due to financial difficulties, I am forced to place my 1938 model 41 four-door for sale. The car is driven daily and has many new, rebuilt and replated parts. It is in excellent condition except for the upholstery. Call after 5 PM for a full description. I need to get at least \$4,500.

Charles Fields (#575)
Rt. 4, Ridge Road
Canton, GA 30114
404/345-5864



PARTS FOR SALE



FOR SALE. 1937 engine, transmission, radiator, hood, dash cluster, grille, nose piece with hood ornament, manifold, starter switch (NOS), rear end with axles.

GARY WILSON (#403)
9617 Southwestern Blvd., Rt. 20
Angola, NY 14006
716/549-0854

FOR SALE

1937 Special Marvel carb, complete and in good condition...\$ 60.00
1938 Special Stromberg carb, AAV-1, missing choke assy.....40.00
1938 and later domed pistons (8) for 320 engine, 3 7/16 +
.040 oversize, with pins. New.....150.00
1937 Special axle shafts, good used.....each 20.00
1938 Special axle shafts, good used.....each 20.00
1938 Special transmission, good used.....50.00
1938 Special rear end, 4.4 ratio. Good used.....50.00
1937-38 master cylinder kit for 80 and 90 series.....10.00
1937-38 Special NOS steel shim head gaskets (.015).....10.00
1938 Special vacuum starter switch for Stromberg. NOS.....20.00
1937-38 Edmunds dual carb aluminum intake manifold for
320 engine. Good used.....60.00

Shipping extra on all parts.

BOB PIPKIN (#076)
2516 62nd S.E.
Salem, OR 97301

FOR SALE. 1937 all series vacuum starter switch #1607.
NOS Delco-Remy in original sealed container. \$25 delivered.

E. A. DEPOULI (#310)
119 Hardenburgh Ave.
Demarest, NJ 07627



PARTS FOR SALE

#	PART	PRICE
13	LEFT HEADLIGHT COMPLETE FOR '37	\$50.00
14	RIGHT HEADLIGHT WITH RIM ONLY	\$25.00
15	N.O.S. CENTER HOOD STRIP SOME SCRATCHES FOR '37 SERIES 40	\$75.00
16	USED TAIL LIGHTS COMPLETE '37 BUICK	\$25.00 EA.
21	USED FRONT BUMPERS FOR '37 SERIES 40,60	\$35.00 EA.
39	CENTURY HOOD CHROME (TOP SIDE PIECE)	\$20.00
62	N.O.S. BUMPER BRACKETS (REAR ONLY)	\$20.00 EA.
63	RT. RUNNING BOARD GOOD COND. RUBBER DAMAGE	\$100.00
73	GOOD USED LEFT REAR FENDER (40,60) FOR 1937	\$75.00 EA.
82	1 USED TRANS. COVER PAN '37 SERIES 40 PAINTED	\$25.00
84	'37 CENTURY SIDE MOLDINGS 4DRS.+ BACK PIECES	\$40.00 SET
87	TAIL LIGHT GLASS CENTER BUICK SCRIPT	\$25.00
93	USED STEERING WHEEL FOR '37 GOOD CORE	\$45.00
104	RUNNING BOARD BRACKETS (2 PIECES USED)	\$20.00
108	1938 BUMPER BADGE (NEEDS RESTORATION)	\$85.00
109	1937 SERIES 40 LEFT ENGINE SPLASH PAN	\$40.00
110	1937 HOOD SERIES 40 EXCELLENT CONDITION	\$125.00
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